



9 October 1972

25X1

TO :

FROM :

SUBJECT: Corona Museum Dedication

Attached for your review is an outline for use in drafting the speech for the DCI presentation at the Corona museum dedication. The dedication has been tentatively scheduled for the morning of 25 October 1972, the exact schedule dependent on Mr. Helm's schedule. I have also attached a draft of Volume I of the Corona history which you can read for background in making the necessary additions or deletions to the speech.

The Director's speech will be filmed for inclusion in a documentary film on the Corona program. The title proposed by OTR for the Documentary is "A Point in Time" selected to highlight the events surrounding the decision in late 1957 to initiate Project Corona.

The entire speech will be recorded on film and will be shown for the benefit of those unable to attend the Dedication. It is probable; however, that in the Project Film Documentary selected cuts would be included. This allows both latitude in the preparation, and the editing of the speech and also the opportunity for Mr. Helm's to deviate from the prepared speech without impacting the useability of his speech in the Documentary. The portions which are of most interest to OTR for the film documentary are shown in script with the opening of the speech being the most critical. Underlined in the draft are phrases which are contained on signs in the museum display.

If at all possible, we would like these passages retained in the speech since as remarks attributable to the DCI, they would add significance to the museum itself.

NRO review(s) completed.

Subject: Corona Museum Dedication

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[redacted] of OTR Film Production is preparing the script treatment of the movie itself. I hope it will also be available to you by 12 October. I suggest that we get together on that date at your office in Washington and discuss questions which you may have on the speech and/or the movie script treatment.

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cc: Mr. Carl Duckett  
Mr. Harold Brownman

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SECRET

## CORONA PROGRAM PERFORMANCE

Copy No.

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PROGRAM FLIGHT NUMBER	VEHICLE NUMBER	THOR NUMBER	DO 250 NUMBER	MISSION NUMBER	INSTR. TYPE	INSTR. NUMBER	SRV NUMBER	INSTR. RECEIVED AT A/P	SHIP TO BASE	WKS AT A/P	DYS AT A/P	TOTAL WEEKS ON FLIGHT	POUNDS PAYLOAD WEIGHT FLOWN	FLIGHT DATE	POUNDS PAYLOAD WEIGHT TRANSFERRED	RECOVERY DATE	SUMMARY	25X1
1	1022	163												2/28/53			NO CAPSULE FLW	
2	1018	170			DIO									4/13/53			CAPSULE EJECTED OVL3 SPITZENBERGEN 4/13/53	
3	1020	174			BIO									6/23/53			AGENA FAILED TO ORBIT.	
4	1023	179	002	9001	C	4	102	5/5/59	5/29/59	3	3	7-2	16	6/25/59	0	NO ORBIT	AGENA FAILED TO ORBIT.	
5	1029	192	004	9003	C	7	111	6/5/59	7/23/59	6	6	9-6	20	8/13/59	0.405		LOW TEMPERATURES NOT RECOVERED. INSTRUMENT FAILED ON REV (4)	
C	1028	200	003	9002	C	6	105	5/18/59	6/3/59	2	2	13-2	15	8/19/59	0.108		RETRO-ROCKET MALFUNCTION. NOT RECOVERED. INSTRUMENT FAILED	
7	1051	206	006	9004	C	10	109	6/24/59	7/23/59	4	1	19-3	10	11/7/59	0	NO ORBIT	AGENA FAILURE NO ORBIT	
8	1050	212	007	9005	C	9	107	7/25/59	11/7/59	15	0	16-8	10	11/20/59	0		ECCENTRIC ORBIT. WRONG ALTITUDE. INSTRUMENT FAILURE, NOT RECOVERED.	
9	1052	218	006	9006	C	8	113	6/28/59	11/10/60	28	0	31-4	10	2/4/60	0	NO ORBIT	AGENA FAILED TO ORBIT.	
10	1054	223	009	9007	C	13	110	12/7/59	2/4/60	8	3	10-4	10	2/19/60	0	NO ORBIT	AGENA FAILED TO ORBIT.	
11	1055	224	010	9008	C	14	103	1/11/60	2/24/60	6	2	13-3	16	4/15/60	16		SPIN POCKET FAILURE. NOT RECOVERED. INSTRUMENT OPERATION OK	
12	1053	DIAGNOSTIC	014	N/A	N/A									6/29/60	0	NO ORBIT	AGENA FAILED TO ORBIT. DIAGNOSTIC.	
13	1057	DIAGNOSTIC	012	N/A	N/A									8/10/60	0	8/11/60	SUCCESSFUL WATER PICK-UP. DIAGNOSTIC.	
14	1056	237	011	9009	C	5	101	1/23/60	3/28/60	8	4	29-0	20	8/18/60	20	8/19/60	SUCCESSFUL AIR CATCH. INSTRUMENT OPERATION O.K.	
15	1056	246	013	9010	C	11	106	2/22/60	8/25/60	26	3	29-1	20	9/13/60	20		VEHICLE PITCH ATTITUDE IMPROPER AT RE-ENTRY. CAPSULE SUNK BEFORE RECOVERY. INSTRUMENT OPERATION O.K.	
16	1061	253	015	9011	C	15	506	6/6/60	9/17/60	14	5	20-2	20	10/26/60	0	NO ORBIT	"D" THRU MALFUNCTION. AGENA FAILED TO ORBIT	
17	1062	297	016	9012	C	17	507	9/12/60	10/17/60	5	0	9-6	32	11/12/60	17 LEADS	11/14/60	SUCCESSFUL AIR CATCH. PAYLOAD BROKE. T/M NO 34	
18	1103	296	017	9013	C	19	508	10/9/60	10/29/60	2	6	8-3	39	12/7/60	39	12/10/60	SUCCESSFUL AIR CATCH. INSTRUMENT OPERATION O.K. T/M NO 37	
19	1101	258	N/A	N/A	N/A	N/A	N/A							12/20/60	0		NO SRV INSTALLED (RM-1 PAYLOAD)	
20	1104	290	018	9014A	A	3	520	10/10/60	10/21/60	9	1	17-3	39	2/17/61	39		ORBIT PROGRAMMER FAILED AT REV (33). INSTRUMENT FAILED. STILL IN SPACE. NO SHUTTER FIRING.	
21	1102	261	N/A	N/A	N/A	N/A	N/A							2/18/61	0		NO SRV INSTALLED (RM-2 PAYLOAD)	
22	1105	300	015	9015	C	18	509	2/21/61	3/28/61	5	0	5-2	39	3/30/61	0	NO ORBIT	AGENA FAILURE. NO ORBIT. T/M NO 39	
23	1106	307	020	9016A	A	4	521	11/30/60	3/16/61	15	1	18-3	39	4/8/61	39		RECOVERY WAS ATTEMPTED ON REV (31) DUE TO LOSS OF CONTROL	
24	1108	302	022	9018A	A	6	541	4/3/61	5/25/61	7	3	9-3	39	6/9/61	0	NO ORBIT	AGENA FAILURE. POWER FAILURE AND GUIDANCE PROBLEM CAUSING OCEAN IMPACT.	
25	1107	306	021	9017	C	16	510	3/7/61	4/17/61	5	6	14-3	39	6/16/61	39	6/18/61	SUCCESSFUL WATER PICK-UP.	
26	1109	303	023	9019	C	20	511	10/18/60	5/15/61	29	6	37-3	39	7/7/61	28.78	7/9/61	SUCCESSFUL AIR CATCH. INSTRUMENT FAILED ON REV (22)	
27	1110	322	024	9020A	A	7	524	4/4/61	6/24/61	11	3	15-3	39	7/21/61	0	NO ORBIT	NO ORBIT. THOR GUIDANCE DESTRUCT.	
28	1111	309	025	9021	C	21	512	11/13/60	5/20/61	25	6	37-3	39	8/3/61	0	NO ORBIT	AGENA GUIDANCE FAILURE.	
29	1112	323	027	9023	C	54	554	6/23/61	8/17/61	7	6	9-5	39	8/30/61	39	9/1/61	RECOVERY ON REV (32). INSTRUMENT O.K.	
30	1113	310	026	9022	C	53	551	5/29/61	7/17/61	7	0	15-1	39	9/12/61	39	9/14/61	SUCCESSFUL AIR CATCH. RECOVERY ON REV (33).	
31	1114	324	029	9024	C	55	552	5/22/61	8/23/61	13	2	16-5	59	9/17/61	20		NO SEPARATION	
32	1115	328	032	9025	C	56	555	8/9/61	9/14/61	5	1	9-2	39	10/3/61	12.4		SUCCESSFUL AIR CATCH SUSPECT AGENA POWER PROBLEMS HAD TO ATTEMPT RECOVERY ON REV (18)	
33	1116	329	028	9026	C	22	513	3/16/61	7/20/61	18	0	31-4	39.5	10/23/61	0	NO ORBIT	SECOND STAGE (AGENA) FAILED. WENT INTO SEA AFTER TAKE-OFF.	
34	1117	330	033	9027	C	24	553	5/22/61	9/26/61	18	1	23-6	39	11/5/61	39		SUCCESSFUL ORBIT. DUE TO GAS VALVE FAILURE, NO RECOVERY MADE STILL IN SPACE. INSTRUMENT OPERATION O.K.	
35	1118	326	037	9028	C	25	523	8/30/61	10/18/61	7	0	11-0	39	11/15/61	13	11/16/61	ONE DAY OPERATION DUE TO SHORTAGE OF CONTROL GAS. INSTRUMENT OPERATION O.K. RECOVERY SCKET RE-USED.	
36	1119	325	039	9029	C	52	525	11/10/61	11/27/61	2	3	4-4	39.2	12/12/61	38.2	12/16/61	SUCCESSFUL ORBIT. RECOVERED ON REV (64). SUCCESSFUL WATER PICK-UP. INSTRUMENT OPERATION O.K.	
37	1120	327	040	9030	C	57	571	11/16/61	12/19/61	4	5	8-2	38.6	1/13/62	0	NO ORBIT	AGENA FAILURE. NO ORBIT.	

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 REGRADING; DOD DIR 5200.10  
DOES NOT APPLY

Approved For Release 2003/10/22 : CIA-RDP89B00980R000300100010-0

## CORONA PROGRAM PERFORMANCE

PROG. PLT. NO.	VEH. NO.	THOR. NO.	DD. 250 NO.	MISS'N NO.	INSTR. TYPE	INSTR. NO.	SRV. NO.	T/M NO.	S/I NO.	S/I T/U CASS'T	SUPPLY CASS'T	MAIN T/U CASS'T	DRCG NO.	INSTR. REC'D AT A/P	SHIP TO BASE	WKS. DYS AT A/P	TOTAL WEEKS UNTIL FLIGHT	POUNDS PAYLOAD WEIGHT FLOW'Y	FLIGHT DATE	POUNDS PAYLOAD WEIGHT TRAISE	NO. OF ORBITS	RECOVERY DATE	SUMMARY
38	1123	241	041	9031	CM-1	70-71	581	57	74	N/A	N/A	70-71	7	1/3/62	2/16/62	6-2	7-6	37.6 - 37.5	2/27/62	75.1	63	3/3/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. AIR SNATCHED INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. SYSTEM OPERATION O.K.
39	1124	331	C42	9032	CM-2	72-73	584	53	NONE	N/A	N/A	72-73	1	1/5/62	4/5/62	12-6	14-4	38.4 - 37.8	4/17/62	45.0	33	4/20/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. SYSTEM OPERATION O.K.
40	1125	333	043	9033	CM-3	74-75	586	52	70	N/A	N/A	74-75	6	1/26/62	4/11/62	10-5	13-1	39.1 - 39.1	4/28/62	68.8	64	5/19/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
41	1126	334	044	9034	A-5	A	582	58	N/A	N/A	N/A	N/A	13	5/26/61	4/25/62	47-4	50-3	39.4	5/15/62	39.4	63	5/19/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
42	1129	336	045	9035	CM-4	76-77	585	55	82	N/A	N/A	76-77	9	2/16/62	5/13/62	12-2	14-4	39.7 - 39.5	5/29/62	79.2	49	6/1/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
43	1127	335	046	9036	CM-5	78-79	583	44	76	N/A	N/A	78-79	8	3/1/62	5/21/62	11-4	13-1	40.6 - 40.5	6/1/62	81.1	0	---	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
44	1129	339	047	9037	CM-6	80-81	591	49	86	N/A	N/A	84-85	10	3/21/62	5/30/62	10-0	13-2	40.1 - 40.2	6/22/62	80.3	50	6/25/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
45	1151	340	048	9038	CM-7	84-85	592	50	80	N/A	N/A	96-97	3	3/20/62	6/13/62	12-1	14-2	40.1 - 39.9	6/27/62	80.0	63	7/1/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
46	1130	342	049	9039	CM-8	90-91	593	59	90	N/A	N/A	88-89	13	4/11/62	6/20/62	10-0	14-2	40.2 - 40.2	7/20/62	19.7	33	7/22/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
47	1131	347	050	9040	CM-9	82-83	594	56	86	N/A	N/A	86-87	16	4/19/62	7/3/62	10-5	14-1	39.4 - 39.3	7/27/62	78.7	65	7/31/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
48	1152	344	051	9014	CM-10	88-89	595	60	94	N/A	N/A	94-95	5	4/30/62	7/17/62	11-1	13-2	39.5 - 39.4	8/1/62	78.9	65	8/5/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
49	1153	348	052	9044	CM-11	92-93	596	58	84	N/A	N/A	102-103	19	5/19/62	8/24/62	13-6	14-3	39.4 - 39.3	8/28/62	78.7	65	9/1/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
50	1132	349	054	9042	A-10	A	600	63	N/A	N/A	N/A	N/A	202	6/22/62	8/6/62	6-3	10-1	36.3	9/1/62	33.3	65	---	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
51	1133	350	055	9043	CM-12	94-95	597	65	100	N/A	N/A	98-99	4	5/16/62	9/1/62	15-5	17-5	40.2 - 40.2	9/17/62	44.2	17	9/18/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
52	1154	351	056	9045	CM-13	96-97	598	64	D-3	N/A	N/A	104-105	11	6/20/62	9/13/62	12-1	14-3	39.6 - 39.5	9/29/62	66.0	49	10/2/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
53	1134	352	057	9046	A-9	A	603	66	N/A	N/A	N/A	N/A	10	3/31/62	9/30/62	26-1	27-3	38.3	10/9/62	38.3	65	10/13/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
54	1401	---	---	---	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	10/26/62	N/A	N/A	---	---
55	1136	367	058	9047	CM-14	98-99	599	54	D-5	N/A	N/A	106-107	24	6/25/62	10/23/62	17-1	19-0	39.8 - 39.6	11/5/62	79.4	65	11/9/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
56	1135	353	059	9048	CM-15	100-101	601	62	D-7	N/A	N/A	100-101	23	7/10/62	11/2/62	17-6	19-4	39.4 - 39.4	11/24/62	78.8	81	11/29/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
57	1155	361	060	9049	CM-16	86-97	606	56	D-2	N/A	N/A	116-117	17	9/19/62	11/24/62	9-3	10-6	39.6 - 39.9	12/4/62	67.0	0	---	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
58	1156	368	061	9050	CM-17	102-103	607	70	D-4	N/A	N/A	114-115	18	8/13/62	12/7/62	10-4	17-4	39.7 - 39.6	12/14/62	79.3	64	12/16/62	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
59	1157	369	063	9051	CM-18	104-105	608	69	D-8	N/A	N/A	108-109	21	10/23/62	12/20/62	8-2	10-6	39.1 - 39.0	1/7/63	78.1	64	1/11/63	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
60	1159	370	064	9052	CM-20	108-109	610	67	D-6	N/A	N/A	120-121	12	12/8/62	2/13/63	9-3	12-1	39.3 - 39.5	2/28/63	0	0	---	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
61	1164	360	065	9051	L-1	03	612	70	S-2	T/L-1	N/A	6	303	11/27/62	3/5/63	14-0	15-6	72.2	3/18/63	0	0	---	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
62	1160	376	066	9053	CM-19	106-107	609	60	D-10	N/A	N/A	118-119	22	9/21/62	2/25/63	22-3	27-2	38.8 - 38.8	4/1/63	66.7	49	4/4/63	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
63	1411	372	067	9055	A-12	A	605	54	N/A	N/A	N/A	N/A	205	11/10/63	4/10/63	12-6	15-1	38.3	4/26/63	0	0	---	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
64	1165	364	069	8002	L-2	05	613	58	S-3	T/L-2	N/A	4	302	2/26/63	4/14/63	6-5	11-4	72.9	5/18/63	0	33	5/20/63	DECODER O.K. NO ACTIVATE SIG. ERATIC ORBIT. AGENA BOOST TOO STRONG. OTHER 4 SEC. SLOW RECV AFTER 33 REVS.
65	1161	362	068	9054	M-21	112-113	616	68	O-9	N/A	N/A	110-111	26	12/7/62	4/13/63	18-1	28-5	39.5 - 39.2	6/12/63	78.7	65	6/16/63	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
66	1166	381	070	9056	M-22	110-111	611	62	O-11	N/A	N/A	130-131	20	4/15/63	6/11/63	6-5	10-2	39.5 - 39.4	6/26/63	78.9	65	6/30/63	NORMAL RECV OR FIRST INSTR. FLOW'Y P' BOOB
67	1412	388	071	9057	M-23	120-121	624	55	D-2	T/U-12	N/A	120-129	14	5/11/63	6/16/63	6-4	11-2	39.1 - 39.1	7/18/63	78.2	64	7/22/63	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
68	1167	382	072	8003	L-3	01	614	66	S-4	T/L-6	N/A	7	304	3/7/63	7/8/63	17-4	20-5	79.1	7/30/63	19.6	32	8/1/63	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
69	1162	377	073	1001	J-1A	114-115	615	65	D-14	T/U-13	S/C-3	T-5	402	4/11/63	8/3/63	17-5	20-5	81.5	8/24/63	81.5	64	8/28/63	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
70	1162	377	073	1001	J-1A	114-115	617	01	D-16	T/U-10	S/C-3	T-4	402	4/11/63	8/3/63	17-5	20-5	81.5	8/24/63	0	0	---	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
71	1163	383	075	1002	J-2A	116-117	619	69	D-18	T/J-4	S/C-4	T-3	404	4/24/63	8/27/63	17-6	21-5	81.7	9/23/63	0	0	---	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
72	1163	383	075	1002	J-2B	116-117	620	60	D-13	T/J-13	S/C-4	T-6	404	4/24/63	8/27/63	17-6	21-5	82.5	9/23/63	0	165	---	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
73	1171	400	078	9060	M-24	128-129	632	46	D-27	T/J-12	N/A	T-23	504	8/10/63	10/30/63	11-4	13-0	78.7	11/9/63	0	0	---	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
74	1172	406	080	9061	M-25	134-135	637	75	D-26	T/J-21	N/A	T-29	25	9/27/63	11/18/63	7-4	8-5	37.9 - 37.8	11/27/63	75.7	81	---	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
75	1168	398	081	9062	M-26	130-131	642	61	D-34	T/J-10	N/A	T-24	306	10/24/63	11/27/63	4-6	8-2	38.4 - 38.6	12/2/63	77.0	81	12/26/63	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
76	1174	369	034	1004	J-5A	124-125	629	64	D-29	T/U-20	S/C-7	T-39	505	6/25/63	2/11/64	31-4	33-4	79.0	2/15/64	79.0	49	2/18/64	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
77	1174	389	084	1004	J-5B	124-125	628	65	D-42	T/J-6	S/C-7	T-39	505	6/25/63	2/11/64	31-4	33-4	79.2	2/15/64	79.2	112	2/22/64	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
77	1175	396	088	1003	J-6A	126-143	631	105	D-36	T/J-17	S/C-8	T-17	506	7/26/63	3/6/64	32-0	34-4	78.7	3/24/64	0	0	---	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.
1175	398	088	1003	J-6B	126-143	630	103	D-31	T/J-18	S/C-8	T-18	506	7/26/63	3/6/64	32-0	34-4	78.9	3/24/64	0	0	---	SUCCESSFUL ORBIT. INSTR. OK. F/C FAILED FULL SPOOLS OF P/L. INSTR. SIDE FAILED TO CLOSE, BUT NOT OUT. PART OF P/L W/MS.	

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PROG FLY NO	VEH NO	THOR NO	OD 230 NO	MESS NO	INSTR TYPE	INSTR. NO.	SRV NO	T/M NO	S/I NO	S/I T/U CASST	SUPPLY CASS.	MAIN T/U CASST	DRCG NO	INSTR. RECD A/P	SHIP TO BASE	WKS-DYS AT L/P	TOTAL WEEKS UNTIL FLT	POUNDS PAYLOAD WEIGHT FLOWN	FLIGHT DATE	POUNDS PAYLOAD WEIGHT TRANSF	NO OF ORBITS TO RECY	RECOVERY DATE	SUMMARY	
79	1604	395	093	1005	J-8A	146-147	618	120	0-28	T/J-24	S/C-10	T-15	513	1/16/64	4/10/64	12-0	14-3	78.4	4/27/64	0	0	—	SUCCESSFUL LAUNCH & ORBIT. NO POWER FROM AGENA DUE TO PYRO BUSS FAILURE. SLAVE INSTR. FAILED DUE TO FILM MATERIAL BREAKAGE.	
	1604	395	093	1005	J-8B	146-147	635	121	0-40	T/J-26	S/C-10	T-26	513	1/16/64	4/10/64	12-0	14-3	78.4	4/27/64	0	0	—	SUCCESSFUL AIR RECOVERY. SECOND DOOR STUCK FOR 2 ORBITS. INSTRUMENT OPERATION GOOD.	
79	1176	403	094	1006	J-9A	148-149	638	107	0-45	T/J-14	S/C-11	T-21	508	1/27/64	4/26/64	12-5	18-2	78.5	6/4/64	78.5	65	6/8/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.	
	1176	403	094	1006	J-9B	148-149	639	104	D-49	T/J-30	S/C-11	T-30	508	1/27/64	4/26/64	12-5	18-2	78.5	6/4/64	78.5	128	6/12/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.	
80	1606	408	096	9065	A-21	21	661	61	N/A	N/A	N/A	N/A	525	3/5/64	6/2/64	12-5	14-2	39.6	6/13/64	39.6	96	6/19/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. CLOUD COVERAGE 60-70%.	
81	1609	410	095	1007	J-7A	144-145	634	102	D-43	T/J-11	S/C-9	T-11	509	2/30/63	5/13/64	19-1	24-3	80.1	6/19/64	80.1	65	6/23/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. RESOLUTION GOOD.	
	1609	410	095	1007	J-7B	144-145	633	110	0-34	T/J-16	S/C-9	T-16	509	2/30/63	5/13/64	19-1	24-3	78.9	6/19/64	78.9	128	6/27/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.	
82	1177	404	097	1008	J-10A	150-151	640	109	0-48	T/J-15	S/C-12	T-31	514	2/27/64	5/19/64	11-4	19-0	80.1	7/10/64	80.1	49	7/13/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.	
	1177	404	097	1008	J-10B	150-151	641	112	D-33	T/J-9	S/C-12	T-14	514	2/27/64	5/19/64	11-4	19-0	80.2	7/10/64	80.2	112	7/17/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.	
83	1605	413	098	1009	J-12A	154-155	646	136	D-56	T/J-23	S/C-15	T-37	517	3/30/64	6/26/64	12-4	18-2	79.2	8/5/64	69.5	49	8/8/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. AGENA BEACON PROBLEM.	
	1605	413	098	1009	J-12B	154-155	647	116	D-38	T/J-34	S/C-15	T-34	517	3/30/64	6/26/64	12-4	18-2	79.4	8/5/64	79.4	128	8/13/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.	
84	1603	412	099	9066A	A-22	22	667	71	N/A	N/A	N/A	N/A	526	4/9/64	8/4/64	19-0	20-3	39.4	8/21/64	39.4	96	8/27/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. CLOUD COVERAGE 90-95%.	
85	1178	405	100	1010	J-11A	152-153	644	113	D-41	T/J-27	S/C-26	T-27	510	3/12/64	7/14/64	17-5	26-3	80.5	9/14/64	00.5	65	9/18/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.	
	1178	405	100	1010	J-11B	152-153	652	118	D-44	T/J-39	S/C-26	T-44	510	3/12/64	7/14/64	17-5	26-3	81.5	9/14/64	81.5	144	9/23/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. DROGUE CHUTE FAILED.	
86	1170	421	105	1011	J-03A	160-161	653	119	D-30	T/U-22	S/C-16	T-49	516	5/25/64	8/21/64	12-1	18-2	78.9	10/5/64	80.0	65	10/9/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. VEH. BATTERY DROPPED TO 18.5 VOLTS. ATTEMPTED RECY. ON 112 REVOLUTIONS. NO SEPARATION FROM AGENA.	
	1170	421	105	1011	J-03B	160-161	654	131	0-57	T/J-8	S/C-16	T-20	510	5/25/64	8/21/64	12-1	18-2	78.7	10/5/64	69.3	—	—	SUCCESSFUL AIR RECOVERY. INSTR. OPERATION GOOD. BEACON PROBLEM ON AGENA. S/I FAILURE.	
87	1179	418	107	1012	J-13A	156-157	651	117	0-51	T/U-20	S/C-5	T-43	507	3/30/64	7/30/64	17-3	28-5	79.7	10/17/64	69.3	49	10/20/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. GUIDANCE PROBLEM ON AGENA REQUIRING LIFEBOAT RECY. 48% PAYLOAD RETRIEVED. WATER IMPACT DUE TO WEATHER.	
	1179	418	107	1012	J-13B	156-157	645	114	0-46	T/J-32	S/C-5	T-32	507	3/30/64	7/30/64	17-3	28-5	79.7	10/17/64	38.5	81	10/22/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. NO FAILURES IN SYSTEM.	
88	1173	420	108	1013	J-15A	158-159	656	127	D-52	T/U-27	S/C-20	T-55	519	4/17/64	9/16/64	21-5	28-3	79.2	11/2/64	59.4	65	11/6/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. NUMBER 52, S/I OPERATION NORMAL.	
	1173	420	108	1013	J-15B	158-159	657	133	D-47	T/J-36	S/C-20	T-40	519	4/17/64	9/16/64	21-5	28-3	79.1	11/2/64	0	81	11/7/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. NUMBER 52, S/I OPERATION NORMAL.	
89	1180	416	110	1014	J-16A	152	659	128	D-53	T/J-2	S/C-21	T-7	520	6/4/64	10/26/64	20-4	23-6	79.1	11/18/64	80.0	81	11/23/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. NO FAILURES IN SYSTEM.	
	1180	416	110	1014	J-16B	152	660	132	D-50	T/J-33	S/C-21	T-12	520	8/14/64	11/4/64	11-5	13-5	79.4	11/18/64	78.0	145	11/27/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. NO FAILURES IN SYSTEM.	
90	1607	424	111	1015	J-17A	138	662	129	D-61	T/J-25	S/C-22	T-33	524	9/30/63	11/16/64	59-0	63-6	78.9	12/19/64	76.0	81	12/24/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. NORMAL AFTER (5) DAYS MISSION (DROGUE CHUTE FAILED ON 81).	
	1607	424	111	1015	J-17B	141	663	140	D-56	T/J-38	S/C-22	T-38	524	11/5/63	11/16/64	52-1	57-0	78.0	12/19/64	68.7	175	12/30/64	SUCCESSFUL AIR RECOVERY. INSTR. OPERATION GOOD. EARLY RECY. DUE TO PYRO BATTERY PROBLEM ON AGENA.	
91	1608	414	112	1016	J-18A	132	665	135	D-55	T/U-21	S/C-23	T-47	523	9/6/63	11/24/64	63-3	70-6	78.7	1/15/65	77.7	81	1/20/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. POINT OF IMPACT, INSTR. OPERATION NORMAL.	
	1608	414	112	1016	J-18B	133	666	106	D-59	T/J-28	S/C-23	T-28	523	9/6/63	11/24/64	63-3	70-6	78.5	1/15/65	78.5	159	1/25/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. ZERO DEFECTS ON THIS MISSION.	
92	1611	432	119	1017	J-14A	140	623	109	D-21	T/J-23	S/C-24	T-25	531	1/15/63	12/21/64	57-2	66-5	79-6	2/23/65	81.2	81	3/2/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.	
	1611	432	119	1017	J-14B	145	625	112	D-60	T/J-25	S/C-24	T-52	531	6/17/64	12/21/64	57-2	66-5	78.7	2/25/65	75.7	145	3/6/65	SUCCESSFUL AIR RECOVERY. S/I FAILURE (METERING). TAW PROGRAMMER FAILURE ON REV. 48. CAPPING SHUTTER.	
93	1612	429	115	1018	J-19A	122	668	136	D-20	SP-1	S/C-27	T-51	530	5/20/63	1/13/65	35-0	45-1	79.0	3/25/65	80.5	66	3/29/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. S/I PROGRAMMER FAILURE, EFFECTING BOTH INSTR.	
	1612	429	115	1018	J-19B	123	669	108	D-22	T/J-44	S/C-27	T-54C	530	3/20/63	1/13/65	35-0	45-1	78.7	3/25/65	77.2	99	3/31/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.	
94	1614	437	118	1019	J-04A	118	626	138	D-39	T/J-26	S/C-6	T-53	512	5/2/63	1/28/65	90-1	103-1	78.1	4/29/65	76.6	80	5/4/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL.	
	1614	437	118	1019	J-04B	119	627	139	D-19	T/J-50	S/C-6	T-60C	512	5/8/63	1/28/65	90-1	103-1	78.1	4/29/65	79.6	143	—	NO RECOVERY DUE TO MALFUNCTION OF VEHICLE RECOVERY COMMAND SYSTEM PROGRAMMING.	
95	1615	439	121	1021	J-21A	166	674	134	D-63	T/J-45	S/C-32	T-59C	529	1/18/64	4/29/65	23-1	25-6	77.9	5/18/65	75.4	81	5/23/65	SUCCESSFUL AIR RECOVERY. S/I FAILED ON 7918 REV. PAI.	
	1615	439	121	1021	J-21B	167	670	111	D-25	T/J-48	S/C-32	T-58C	529	1/18/64	4/29/65	23-1	25-6	78.5	5/18/65	51.9	161	5/26/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. OUT OF ORBITS BECAUSE OF TORN FILM CAUSING INST. FAILURE.	
96	1613	444	132	1020	J-20A	136	672	101	D-67	T/J-13	S/C-28	T-13	501	11/13/64	3/15/65	17-3	29-5	78.3	6/9/65	77.9	97	6/15/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.	
	1613	444	132	1020	J-20B	137	673	107	D-62	T/J-40	S/C-28	T-48	501	11/13/64	3/15/65	17-3	29-5	78.2	6/9/65	28.0	113	6/16/65	TYPE (9) REGULATOR FAILED ON AGENA CAUSING COMPLETE LOSS OF GUIDANCE. RECOVERED BY LIFEBOAT.	
97	1617	446	133	1022	J-22A	188	664	119	D-65	T/J-47	S/C-33	T-61C	516	12/28/64	5/17/65	20-0	29-0	78.0	7/19/65	81.2	85	7/23/65	SUCCESSFUL AIR RECOVERY. ZERO DEFECTS FOR APP. FACILITY.	
	1617	446	133	1022	J-22B	169	658	129	D-24	T/J-46	S/C-33	T-56C	516	12/28/64	5/17/65	20-0	29-0	78.3	7/19/65	78.7	144	7/26/65	SUCCESSFUL AIR RECOVERY. CYCLE COUNTER ON NR2 INSTRUMENT INTERMITTENT.	
98	1818	449	134	1023	J-23A	170	621	113	D-17	T/J-43	S/C-31	T-57C	522	1/28/65	8/9/65	18-5	28-5	78.9	8/17/65	79.9	81	8/22/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.	
	1818	449	134	1023	J-23B	171	649	114	D-63	T/J-37	S/C-31	T-42	522	1/28/65	8/9/65	18-5	28-5	78.3	8/17/65	87.7	144	8/26/65	SUCCESSFUL AIR RECY. INSTR. INT. INTERMITTENT. RELAY IN A/P COMMAND BOX PROBABLE CAUSE.	
99	1602	401	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	9/11/65	N/A	N/A	N/A	N/A	COMPLETE RP VEH. NO APP. RANGE SAFETY DESTRUCTED THOR AT T + 87 SECONDS.
	1602	401	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	9/11/65	N/A	N/A	N/A	N/A	SUCCESSFUL AIR RECOVERY. LOW PERIOD ORBIT DUE TO BOOSTER. INSTRUMENT OPERATION GOOD.
100	1619	458	136	1024	J-24A	172	622	1005	D-69	T/U-19	S/C-34	T-41	515	3/2/65	8/10/65	23-0	29-1	80.1	9/22/65	81.5	81	9/27/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.	
	1619	458	136	1024	J-24B	173	643	118	D-64	T/U-24	S/C-34	T-50	515	3/2/65	8/10/65	23-0	29-1	80.2	9/22/65	79.6	161	10/2/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.	

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PROG FLT NO	VEH NO	THOR NO	OO 250 NO	MISSN NO	INSTR TYPE	INSTR NO	SRV NO	T/M NO	S/I NO	S/I T/U CASST	SUPPLY CASST	MAIN T/U CASST	DRCG NO	INSTR A/P	SHIP BASE	WKS-DYS AT A/P	TOTAL WEEKS UNTIL FLT	POUNDS PAYLOAD WEIGHT FLOWN	FLIGHT DATE	POUNDS PAYLOAD WEIGHT TRANSF	NO. OF ORBITS REC'D	RECOVERY DATE	SUMMARY
101	1616	433	138	1025	JX-28A	142	650	115	D-73	TU-18	S/C-30	T-45	521	12/1/63	9/16/65	92-1	94-6	78.9	10/5/65	78.8	81	10/10/65	SUCCESSFUL AIR RECOVERY OPERATION NORMAL
102	1616	433	138	1025	JX-28B	127	636	130	D-70	TJ-42	S/C-30	T-36	521	7/26/63	9/16/65	114-5	117-3	78.9	10/5/65	78.5	161	10/15/65	SUCCESSFUL AIR RECOVERY ANOMALOUS DEPLOYMENT OF MAIN CHUTE
102	1620	439	139	1026	J-25A	174	701	1001	D-75	TJ-78	S/C-35	T-65C	502	4/30/65	10/1/65	22-1	26-0	78.6	10/28/65	78.6	81	11/2/65	SUCCESSFUL AIR RECOVERY, INTERMITTENT C.F. SWITCH OPERATION
103	1620	439	135	1026	J-25B	175	702	1002	D-72	TJ-62	S/C-35	T-62C	502	4/30/65	10/1/65	22-1	26-0	78.5	10/28/65	77.8	160	11/7/65	SUCCESSFUL AIR RECOVERY, H.O. HAD STICKY SMUTTER
103	1621	448	140	1027	JX-27A	163	648	140	D-71	TJ-19	S/C-29	T-19	532	6/4/64	10/25/65	57-6	64-5	78.8	12/9/65	55.0	17	12/10/65	SUCCESSFUL AIR RECOVERY, INSTR OPERATION NORMAL, VEH. D'TIMER SW. FAILURE, LIFEBOAT RECOVERY
104	1621	448	140	1027	JX-27B	164	655	141	D-68	TJ-41	S/C-29	T-22	532	6/7/64	10/25/65	56-0	66-4	78.8	12/9/65	0	33	12/11/65	SUCCESSFUL AIR RECOVERY, NO INSTR OPERATION, LIFEBOAT RECOVERY
104	1610	451	141	1028	J-26A	176	703	1003	D-77	TJ-7	S/C-37	T-67C	535	5/26/5	12/2/65	29-1	30-2	78.6	12/24/65	60.3	81	12/29/65	SUCCESSFUL AIR RECOVERY, INSTR OPERATION PERFECT, ZERO DEFECTS
105	1610	451	141	1028	J-26B	177	704	1004	D-74	TJ-64	S/C-37	T-64C	535	5/26/5	12/2/65	29-1	30-2	79.3	12/24/65	77.6	144	1/2/66	SUCCESSFUL AIR RECOVERY, INSTR. 2000PM TIMING INTERMITTENT, OTHERWISE ZERO DEFECTS
105	1623	450	142	1029	J-27A	178	705	1010	D-79	TJ-35	S/C-36	T-69C	540	5/28/5	12/16/65	28-6	31-2	79.9	2/2/66	79.9	81	2/7/66	SUCCESSFUL AIR RECOVERY, ZERO DEFECTS
106	1623	450	142	1029	J-27B	179	706	1006	D-76	TJ-66	S/C-36	T-66C	540	5/28/5	12/16/65	26-6	31-2	79.8	2/2/66	79.8	160	2/12/66	SUCCESSFUL AIR RECOVERY, SI NON OPERATIONAL BETWEEN REV 81 THROUGH 133
106	1622	452	143	1030	J-29A	182	709	1009	D-94	TJ-73	S/C-39	T-71C	533	7/2/65	1/24/66	29-3	35-5	79.1	3/9/66	80.2	81	3/14/66	SUCCESSFUL AIR RECOVERY, STEPPER SWITCH PROBLEM, INSTRUMENT OPERATION NORMAL
107	1622	452	143	1030	J-29B	183	710	1012	D-82	TJ-70	S/C-39	T-69C	533	7/2/65	1/24/66	29-3	35-5	79.9	3/9/66	78.8	159	3/9/66	SUCCESSFUL AIR RECOVERY, SAME STEPPER PROBLEM, INSTRUMENT OPERATION NORMAL
107	1627	474	146	1031	J-30A	184	711	102	D-83	TJ-81D	S/C-42	T-81D	537	9/21/65	3/2/66	23-1	28-2	79.7	4/7/66	81.0	113	4/14/66	SUCCESSFUL AIR RECOVERY, FIRST 700Y'S MISSION, BLOSSOM T/M BATTERY FAILURE, IMPACT 95 MI LONG FAILED DURING C & V
108	1627	474	146	1031	J-30B	185	712	130	D-86	TJ-65	S/C-42	T-78C	537	9/21/65	3/2/66	23-1	28-2	79.9	4/7/66	39.8	177	4/18/66	SUCCESSFUL AIR RECOVERY, SLAVE CAMERA FAILED DURING C & V
108	1625	465	149	1032	J-28A	180	707	1007	D-91	TJ-67	S/C-38	T-73C	534	7/19/65	4/5/66	39-4	42-4	80.0	5/3/66	0	0	---	FAILED TO ACHIEVE ORBIT
109	1625	465	149	1032	J-28B	181	703	1008	D-80	TJ-5	S/C-38	T-70C	534	7/19/65	4/5/66	38-4	42-4	79.5	5/3/66	0	0	---	FAILED TO ACHIEVE ORBIT
109	1630	469	150	1033	J-33A	194	717	1017	D-91	TJ-87D	S/C-45	T-87D	543	11/9/65	5/5/66	25-2	27-6	79.6	5/23/66	82.0	82	5/28/66	SUCCESSFUL AIR RECOVERY, INSTR OPERATION NORMAL
109	1530	469	150	1033	J-33B	195	718	1017	D-84	TJ-84	S/C-45	T-84C	543	11/9/65	5/5/66	25-2	27-6	79.7	5/23/66	77.3	176	6/3/66	SUCCESSFUL AIR RECOVERY, INSTR OPERATION NORMAL
110	1626	466	153	1034	J-31A	186	713	1013	D-85	TJ-77B	S/C-41	T-77D	538	10/6/65	5/18/66	27-4	32-3	79.7	6/21/66	79.6	81	6/26/66	SUCCESSFUL AIR RECOVERY, V/H PROGRAMMER FAILURE, PAU. GAS LEAK OUT BY REV 30.
111	1626	466	153	1034	J-31B	187	714	1014	D-87	TJ-74	S/C-41	T-74C	538	10/6/65	5/18/66	27-4	32-3	79.7	6/21/66	79.3	161	7/1/66	SUCCESSFUL AIR RECOVERY, FLASHING LIGHT FAILURE
111	1631	506	154	1036	J-32A	190	715	1015	D-89	TJ-83D	S/C-43	T-83D	511	10/27/65	8/1/66	39-4	40-6	79.5	8/9/66	80.1	115	8/16/66	SUCCESSFUL AIR RECOVERY, INSTRUMENT OPERATION GOOD
112	1631	506	154	1036	J-32B	191	716	1016	D-88	TJ-80	S/C-43	T-80C	511	10/27/65	8/1/66	39-4	40-6	79.3	8/9/66	78.2	212	8/22/66	SUCCESSFUL AIR RECOVERY, INSTRUMENT OPERATION GOOD
112	1528	477	164	1035	J-36A	188	723	118	D-95	TJ-75D	S/C-40	T-75D	607	1/26/66	6/21/66	20-6	33-6	79.8	9/20/66	78.9	81	9/25/66	SUCCESSFUL AIR CATCH, INSTR. OPERATION NORMAL, NEW OPS. SELECTION CAPABILITY AND O.S.F.G.
113	1626	477	164	1035	J-36B	189	724	127	D-96	TJ-72	S/C-40	T-72C	607	1/26/66	6/21/66	20-6	33-6	79.8	9/20/66	80.6	160	9/30/66	SUCCESSFUL AIR CATCH, V/H PROGRAMMER FAILED ON REV. 157
113	1632	507	178	1037	J-38A	198	727	102	D-101	TJ-101D	S/C-46	T-99E	544	6/30/66	10/3/66	17-4	18-5	79.7	11/8/66	79.4	66	11/12/66	SUCCESSFUL AIR RECOVERY, 3RD INTERIM PHASE II, SECOND PG. 8 SECOND THORAD LAUNCH
114	1632	507	178	1037	J-38B	199	728	135	D-106	TJ-89	S/C-46	T-96F	544	6/30/66	10/3/66	17-4	18-5	78.4	11/8/66	78.2	195	11/20/66	SUCCESSFUL AIR RECOVERY, INSTRUMENT OPERATION NORMAL
114	1629	495	184	1038	J-34A	192	719	115	D-93	TJ-85D	S/C-44	T-85D	542	12/3/65	1/10/67	57-4	58-1	81.0	1/14/67	80.3	81	1/19/67	SUCCESSFUL AIR RECOVERY, INSTRUMENT OPERATION NORMAL, HIGH SYSTEM TEMP. MIP 80.
115	1629	495	184	1038	J-34B	193	720	134	D-90	TJ-82	S/C-44	T-82C	542	12/3/65	1/10/67	57-4	58-1	80.8	1/14/67	81.5	193	1/26/67	SUCCESSFUL AIR RECOVERY, INSTRUMENT OPERATION NORMAL, HIGH SYSTEM TEMP. M.I.P. 85
115	1633	493	196	1039	J-39A	206	729	1001	D-103	TJ-79D	S/C-51	T-79D	602	4/8/66	2/16/67	44-5	44-11	80.3	2/22/67	80.76	81	2/27/67	SUCCESSFUL AIR RECOVERY, INSTRUMENT OPERATION NORMAL, HIGH SYSTEM TEMP. M.I.P. 85
116	1633	493	196	1039	J-39B	207	730	1010	D-100	TJ-76	S/C-51	T-76C	602	4/8/66	2/16/67	44-5	44-11	79.9	2/22/67	79.44	177	3/5/67	SUCCESSFUL AIR RECOVERY, INSTRUMENT OPERATION NORMAL, NORMAL SYSTEM TEMP. M.I.P. 85
116	1636	501	200	1040	J-35A	196	721	136	D-70	TJ-89D	S/C-47	T-89D	539	12/17/65	3/26/67	66-2	66-6	79.3	3/30/67	76.28	81	4/4/67	S.A.R. S-BAND LINK INOPERATIVE. B/U EMPLOYED. M.I.P. 85. TEMP. NORMAL
117	1634	508	209	1041	J-40A	208	731	1003	D-105	TJ-99D	S/C-52	T-101E	536	5/20/66	5/4/67	50-0	50-5	88.5	5/9/67	82.12	145	4/8/67	S.A.R. S-BAND LINK INOPERATIVE. B/U EMPLOYED. M.I.P. 85. TEMP. NORMAL
117	1634	508	209	1041	J-40B	209	732	138	D-102	TJ-96	S/C-52	T-98F	536	5/20/66	5/4/67	50-0	50-5	88.2	5/9/67	78.95	215	5/23/67	S.A.R. PICKUP 225NM DOWN RANGE DUE TO ABNORMAL ORBIT. (AGEANA VEL. CITY WETER FAILURE)
118	1633	508	213	1042	J-37A	204	725	129	D-97	TJ-95D	S/C-49	T-95D	528	3/22/65	6/8/67	115-3	116-4	80.5	6/16/67	80.2	143	7/1/67	SUCCESSFUL AIR RECOVERY, INSTRUMENT OPERATION NORMAL
119	1633	509	213	1042	J-37B	205	726	1005	D-98	TJ-88	S/C-49	T-88C	528	3/22/65	6/8/67	115-3	116-4	78.1	6/16/67	80.2	143	7/1/67	SUCCESSFUL AIR RECOVERY, INSTRUMENT OPERATION NORMAL
119	1637	510	216	1043	J-42A	200	735	127R3	D-107	TJ-91D	S/C-48	T-91D	527	8/4/66	7/27/67	51-0	52-4	79.9	8/7/67	79.9	113	8/14/67	SUCCESSFUL AIR RECOVERY, MASTER SCAN RATE ERRATIC AFTER REV. 60.
120	1641	512	217	1101	CR 1A	302	803	1029	D-118	TJ-92	S/C-48	T-92C	527	8/4/66	7/27/67	51-0	52-4	80.2	8/7/67	73.2	127	8/22/67	SUCCESSFUL AIR RECOVERY, MASTER INSTRUMENT FAILED ON REV. 288
121	1641	512	217	1101	CR 1B	303	804	1028	D-118	TJ-92	S/C-48	T-92C	527	8/4/66	7/27/67	51-0	52-4	79.5	9/15/67	79.5	97	9/21/67	S.A.R. S-BAND LINK INOPERATIVE. B/U EMPLOYED. M.I.P. 85. TEMP. NORMAL
121	1639	513	221	1044	J-41A	202	733	1004	D-99	TJ-97D	S/C-50	T-97E	606	7/6/66	10/27/67	68-1	68-6	79.75	11/1/67	79.75	97	11/8/67	S.A.R. INSTRUMENT OPERATION NORMAL, IMPACT APPROX. 80 N.M. SCUT.
121	1639	513	221	1044	J-41B	202	734	130R2	D-104	TJ-94	S/C-50	T-94F	606	7/5/66	10/27/67	68-1	68-6	78.56	11/1/67	78.56	144	11/1/67	S.A.R. INSTRUMENT OPERATION NORMAL, ANOMALY IN LIFEBOAT TIMER DICTATED EARLY RECOVERY

SECRET/C

Approved For Release 2003/10/22 : CIA-RDP89B00980R000300100010-0

\* SUCCESSFUL AIR RECOVERY

25X1

SECRET / C

## CORONA PROGRAM PERFORMANCE

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PROG FLY NO.	VEH NO.	THOR NO.	DD NO.	MISH NO.	INST TYPE	INSTR NO.	SRV NO.	T/M NO.	S/I NO.	S/I CASST	SUPPLY CASST	MAIN T/M CASST	CRCG NO.	INSTR REC'D A/P	SHIP TO BASE	WGT AT A/P	WGT OVS	TOTAL WGT UNTIL FLY	LBS PL WT FLN	FLY DATE	LBS PL WEIGHT TRANSF	INSTR OVS RECVY	RECVY DATE	SUMMARY
122	1642	514	223	1102	CR2A	304	005	1025	0151	1	303	T303	626	5/2/7	12/2/7	30-5	31-5	80.0	12/9/7	80.0	83	02/15/7	S.A.R. MIP=100	SECOND J3 FLIGHT. BEST RESULTS
122	1642	514	223	1102	CR2B	305	006	1026	4	8	303	T304	626	5/2/7	12/2/7	30-5	31-5	84.1	12/9/7	84.1	129	02/22/7	S.A.R. MIP=100	OF CORONA MISSIONS TO DATE.
123	1640	516	226	1045	J45A	214	741	1022	0109	TJ1070	55	T107E	612	12/9/6	1/19/8	58-0	58-5	80.5	1/24/8	74.0	112	1/31/8	S.A.R. MIP= 90	14 DAY MISSION DESPITE LOSS
123	1640	516	226	1045	J45B	215	742	1023	0108	TJ1102	55	T102F	612	12/9/6	1/19/8	58-0	58-5	80.5	1/24/8	81.5	223	2/7/68	S.A.R. MIP= 90	OF T/M ON REV. 85.
124	1638	518	228	1046	J48A	220	747	015R2	119	TJ1130	58	T13F	608	5/30/7	3/10/8	35-6	36-3	81.4	3/14/8	81.4	113	3/21/8	S.A.R. MIP= 90	FIRST FULL LOAD OF 80-230. SYSTEM
124	1638	518	228	1046	J48B	221	748	014R2	120	TJ1110	58	T10F	608	5/30/7	3/10/8	35-6	36-3	81.4	3/14/8	81.4	240	3/29/8	S.A.R. MIP= 85	EXHIBITED A DECREASE IN PERFORMANCE
125	1643	511	233	1103	CR3A	306	807	1035	015C	9	304	T302	621	5/23/7	1/25/8	34-4	35-3	77.6	5/1/8	77.6	115	5/8/68	S.A.R. MIP= 95	FROM REV 9 TO END OF MISSION.
125	1643	511	233	1103	CR3B	307	808	1036	5	11	304	T306	621	5/23/7	1/25/8	34-4	35-3	78.0	5/1/8	78.0	228	5/15/8	S.A.R. MIP= 95	OUT OF FOCUS PROBABLY CAUSED BY FILM
126	1645	517	235	1047	J47A	218	745	017R2	117	TJ1090	SC57	T109E	604	5/18/7	5/13/8	56-12	57-2	81.2	6/20/8	81.2	129	6/28/8	S.A.R. MIP= 85	FLATNESS IN PLATEN AREA. PARTIAL
126	1645	517	235	1047	J47B	219	746	016R2	118	TJ106	SC57	T106E	604	5/18/7	5/13/8	56-12	57-2	81.3	6/20/8	81.3	240	7/5/68	S.A.R. MIP= 85	LOAD OF UTR.
127	1644	522	238	1104	CR4A	308	809	1030	7	14	305	T309	618	11/14/7	8/2/8	37-0	37-5	81.1	8/7/8	81.3	115	8/14/8	S.A.R. MIP=115	COLD BOOSTER CAUSED GROUND TRACK MIS-
127	1644	522	238	1104	CR4B	309	810	1031	7	15	305	T308	618	11/14/7	8/2/8	37-0	37-5	81.2	8/7/8	81.0	244	8/22/8	S.A.R. MIP=115	MATCH. AGENA/PL INCOMPATIBILITY
128	1647	524	240	1048	J49A	222	749	1010R3	121	TJ1110	59	T111E	605	10/23/7	7/13/8	46-2	47-0	81.4	9/18/8	81.4	145	9/27/8	S.A.R. MIP= 85	CAUSED CONCERN BUT NO MISSION IMPACT.
128	1647	524	240	1048	J49B	223	750	135R3	116	TJ108	59	T108F	605	10/23/7	7/13/8	46-2	47-0	81.1	9/18/8	81.4	224	10/2/8	S.A.R. MIP= 85	PHU FAILURE. T/R FAILURE IN "B"
129	1646	515	242	1105	CR5A	310	811	1032	NONE	NONE	301	T311	601	2/2/8	10/24/8	37-5	39-1	79.4	11/3/8	79.4	131	11/11/8	S.A.R. MIP=100	BUCKET. HIGHEST MIP RATING FOR
129	1646	515	242	1105	CR5B	311	812	1033	NONE	NONE	301	T312	601	2/2/8	10/24/8	37-5	39-1	76.9	11/3/8	76.9	292	11/21/8	S.A.R. MIP=100	OF CORONA TO DATE.
130	1648	527	243	1049	J50A	224	751	134R3	0123	TJ115E	60	T115E	609	1/22/8	12/5/8	45-0	46-0	80.6	12/12/8	80.6	99	12/19/8	S.A.R. MIP= 85	BY HAZE.
130	1648	527	243	1049	J50B	225	752	115R3	0124	TJ112F	60	T112F	609	1/22/8	12/5/8	45-0	46-0	79.9	12/12/8	79.9	179	12/18/8	S.A.R. MIP= 85	OUT OF FOCUS, ONLY FAIR QUALITY.
131	1650	519	244	1106	CR6A	312	801F	1027	DISC	18	307	T313	627	3/26/8	1/30/9	44-2	45-1	81.5	2/5/9	81.2	66	2/9/9	S.A.R. MIP= 85	./HEAVY RAIL SCRATCHING.
131	1650	519	244	1106	CR6B	313	802F	1028	6	22	307	T314	627	3/26/8	1/30/9	44-2	45-1	80.2	2/5/9	74.0	147	2/14/9	S.A.R. MIP=105	FIRST DSR COMMAND SYSTEM FLOWN, OVER-
132	1651	541	245	1050	J43A	210	737	1023	109	TJ930	53	T930	611	10/17/7	5/14/9	125-1	125-6	81.3	3/19/9	46.2	34	3/21/9	S.A.R. MIP= 85	ALL QUALITY GOOD TO FAIR.
132	1651	541	245	1050	J43B	211	738	137	110	TJ90	53	T90C	611	10/17/7	5/14/9	125-1	125-6	81.0	3/19/9	80.6	50	3/21/9	S.A.R. MIP= 85	DEGRADED
133	1649	544	246	1051	J44A	212	739	1020	115	TJ1050	54	T105E	617	1/17/8	3/24/9	126-4	127-4	80.5	5/1/9	80.1	113	5/8/9	S.A.R. MIP= 80	PROBLEM ON VEHICLE GUIDANCE REQUIRING
133	1649	544	246	1051	J44B	213	740	1012	116	TJ100	54	T100F	617	1/17/8	3/24/9	126-4	127-4	80.5	5/1/9	80.1	256	5/17/9	S.A.R. MIP= 80	EARLY RECOVERY ON BOTH "H" AND "B".
134	1652	038	247	1107	CR7A	314	813	1034	DISC	12	306	T317	630	4/20/8	7/17/9	64-5	65-4	80.7	7/23/9	50.7	147	8/1/9	S.A.R. MIP= 80	BOTH INSTRUMENTS OUT-OF-FOCUS COND.
134	1652	038	247	1107	CR7B	315	814	1041	11	17	306	T310	630	4/20/8	7/17/9	64-5	65-4	81.5	7/23/9	48.0	308	8/11/9	S.A.R. MIP=95	"B" RECOVERY WAS THE 50TH
135	1653	300	248	1052	J46A	216	743F	118R2	0111	T930	56	T930	614	2/10/7	9/11/9	134-6	136-2	79.1	9/22/9	79.1	115	9/29/9	S.A.R. MIP=85	CONSECUTIVE RECOVERY.
135	1653	300	248	1052	J46B	217	744R	1031R1	0110	T90C	56	T90C	614	2/10/7	9/11/9	134-6	136-2	80.2	9/22/9	80.2	244	10/7/9	S.A.R. MIP=85	MIP=95 2ND FLT. UTILIZING DSR CMD. SYS.
136	1655	039	249	1108	CR9A	316	817	1037	12	10	314	T331	633	10/16/8	11/21/9	57-2	59-3	80.6	12/4/9	80.6	115	12/10/9	S.A.R. MIP=105	NO. 2 INSTR. FAILED AFTER 12~ ON 1ST
136	1655	039	249	1108	CR9B	317	818	1039	12	13	314	T330	633	10/16/8	11/21/9	57-2	59-3	81.5	12/4/9	81.5	276	12/21/9	S.A.R. MIP=100	DAY. DISC FAILED 1889~1/18/10TH DAY.
137	1657	041	251	1109	CR10A	320	819	1040	9	23	308	T319	628	5/15/82	2/6/79	40-6	41-5	81.2	3/4/70	81.2	115	3/11/0	S.A.R. MIP=110	LAST OF THE J1 SERIES PAYLOADS.
137	1657	041	251	1109	CR10B	321	820	1044	9	28	308	T318	628	5/15/82	2/6/79	40-6	41-5	78.6	3/4/70	78.6	309	3/23/0	S.A.R. MIP=100	THESE MIP'S ARE THE HIGHEST ACHIEVED
138	1656	045	252	1110	CR11A	322	821	1042	10	25	309	T325	624	5/16/8	5/14/0	47-5	48-4	80.0	5/20/70	80.0	179	5/31/0	S.A.R. MIP=90	BY A CORONA SYSTEM FOR A LAUNCH NEAR
138	1656	045	252	1110	CR11B	323	822	1043	10	26	309	T324	624	5/16/8	5/14/0	47-5	48-4	80.1	5/20/70	80.1	308	6/6/70	S.A.R. MIP=95	THE WINTER SLITICE.
139	1654	556	253	1111	CR12A	324	823	1025	02R	16	310	T323	625	9/25/8	1/15/0	41-5	42-5	80.3	7/22/70	80.3	112	7/29/0	S.A.R. MIP=105	IMAGERY PRODUCED BY THE AFT LOOKING
139	1654	556	253	1111	CR12B	325	824	1026	02R	20	310	T316	625	9/25/8	1/15/0	41-5	42-5	77.5	7/22/70	77.5	301	8/10/0	S.A.R. MIP=105	INSTRUMENT IS CONSIDERED THE BEST IN
140	1658	552	254	1112	CR2A	300	827	1038	09	4R	299	T333	613	1/4/70	11/11/0	200-3	201-3	80.6	11/18/0	78.1	147	1/27/0	S.A.R. MIP=115	CORDNA PROGRAM FOR 2ND GENERATION LENS
140	1658	552	254	1112	CR2B	301	828	1039	08	21	299	T322	613	1/4/70	11/11/0	200-3	201-3	80.8	11/18/0	40.3	305	12/7/0	S.A.R. MIP=115	DISC FAILED 5 HOURS AFTER C/S. #2
141	1659	537	255	1113	CR13A	326	825	1031R2	13	19	312	T327	620	10/11/8	2/10/0	69-3	70-3	80.8	2/17/0	0	0	- - -	- - -	THOR BOOSTER FAILURE. DESTRUCT 35
141	1659	537	255	1113	CR13B	327	826	1032	13	29	312	T326	620	10/11/8	2/10/0	69-3	70-3	80.0	2/17/0	0	0	- - -	- - -	SECONDS AFTER LAUNCH.
142	1660	538	256	1114	CR14A	328	829	1029R	1R	24	315	T321	629	2/6/70	3/17/0	57-5	58-5	80.5	3/28/0	80.0	115	3/31/0	S.A.R. MIP=120	THIS SYSTEM HAS EXHIBITED THE HIGHEST
142	1660	538	256	1114	CR14B	329	830	1037	1R	2R	315	T328	629	2/6/70	3/17/0	57-5	58-5	78.5	3/28/0	73.0	260	4/9/70	S.A.R. MIP=125	MIP RATING IN THE CORONA PROGRAM.
143	1662	567	257	1115	CR15A	330	831	1041	14	7	313	T329	623	3/19/0	9/5/71	76-3	77-1	79.0	9/10/0	79.0	115	9/17/0	S.A.R. MIP=120	
143	1662	567	257	1115	CR15B	331	832	1040	14	27	313	T320	623	3/19/0	9/5/71	76-3	77-1	76.5	9/10/0	78.5	309	9/29/0	S.A.R. MIP=110	

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Approved For Release 2003/10/22 : CIA-RDP89B00980R000300400010-0

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Approved For Release 2003/10/22 : CIA-RDP80B00980R000300100010-0